AL-V-B-309

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-V-K-SOG	
Name: OAKLAWN RO, ONSTERABDOCK RUN	

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

Eligibility Recomme		MARYLAND HISTO	RICA	L TRU Eligib		ot Rec	comm	ended	X	
Criteria:A Comments:	BC	D Considerations:	A	В_	_c_	_D _	_E_	_F_	_G_	_None
Reviewer, OPS:_An Reviewer, NR Progr	-	Kurtze				:3	_			

Hurt

MHT Number AL-V-B-309

Maryland Inventory of Historic Properties Historic Bridge Inventory Maryland State Highway Administration Maryland Historical Trust

Name and SHA No. Oaklawn Road over Braddock Run/A6500 (A6510)
<u>Location:</u> Street/Road Name and Number: <u>Oaklawn Road</u>
City/Town: Cumberland Vicinity _
County: Allegany
Ownership: _State_x_County_Municipal_Other
This bridge projects over: _Road_Railway_x_Water_Land
Is the bridge located within a designated district: yes x no
_NR listed district_NR determined eligible district _locally designated_other Name of District
Bridge Type:
_Timber Bridge _Beam Bridge_Truss-Covered_Trestle _Timber-and-Concrete
_Stone Arch
_Metal Truss
_Movable Bridge _Swing _Bascule Single Leaf_Bascule Multiple Leaf _Vertical Lift _Retractile_Pontoon
<u>x</u> Metal Girder <u>x</u> Rolled Girder _Rolled Girder Concrete Encased _Plate Girder _Plate Girder Concrete Encased

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_Metal Suspension
_Metal Arch
_Metal Cantilever
_Concrete _Concrete Arch _Concrete Slab_Concrete Beam _Rigid Frame _Other Type Name

Description:

Describe Setting: A6500 (A6510) carries Oaklawn Road over Braddock Run in Allegany County, Maryland. Oaklawn Road runs generally east-west at this location; Braddock Run flows north-south. The bridge is located in a rural area with 19th and 20th century structures in view. Braddock Run has a wooded channel bank at this location.

Describe Superstructure and Substructure: A6500 (A6510) is a single span 6 rolled steel beam with an open metal grid deck, metal curb and W-beam guardrails with steel channel posts mounted to the exterior beams. The superstructure is listed in good condition with no recommendation for major repairs. The span length is 49' and the total bridge length is 50'. The substructure is two stone masonry stub abutments and wing walls. There is stone block rip rap at the base of the abutments, at water level. The abutments are listed in fair condition. The inspection report recommends clearing away of debris, repairing cracks and spalls, and repointing the mortar. They also encourage monitoring the abutments for further scour and undermining.

Discuss Major Alterations: A6500 (A6510) was reconstructed in 1985. At this time the entire superstructure was replaced, and rip rap was installed at the base of the abutments.

History:

When Built: originally 1900, reconstructed 1985

Why Built: 1 ocal transportation needs

Who Built:

Why Altered: structural and safety improvements

Was this bridge built as part of an organized bridge building campaign: no

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events __Person

C Engineering/Architectural

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Was this bridge constructed in response to significant events in Maryland or local history: no

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area: no

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district: no

Is the bridge a significant example of its type: no

Does the bridge retain integrity of the important elements described in the Context Addendum: The steel beams (a primary CDE) and the deck (a secondary CDE) were both replaced in 1985. There have been modifications made to the abutments (a primary CDE) as well. These extensive alterations raise doubts about the integrity of A4500 (A4510).

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: no

Should this bridge be given further study before significance analysis is made and why: Further study is not warranted for A6500 (A6510) because of its extensive modifications.

Bibliography:

Allegany County

v.d. Bridge Inspection Files

Greiner, Inc.

1995 Historic Bridge Inventory Form

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context

State Highway Administration

v.d. Bridge Inspection Files

United States Geological Survey

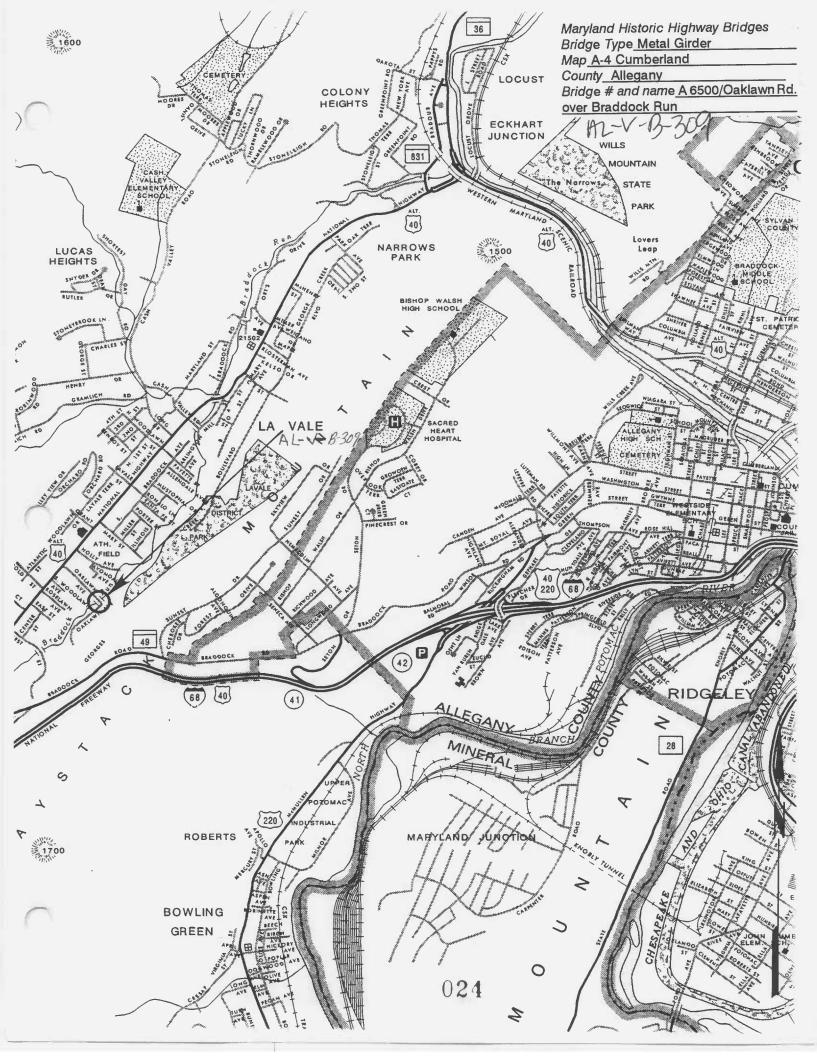
1949, 7.5' Cumberland Quadrangle, photorevised 1981

Surveyor:

Name: Stephanie L. Bandy Date: September 1995

Organization: State Highway Admin. Telephone: (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022





BR# 20AGS(0 BRADDOCK RUN ALLEGANY (O., MD. DAVID KING 2/2/95 S. H. A.

NURTHWEST APPROACH



BR # 20A6SIO (A6500)

BRADDOCK RUN

ALLEGANY CO., MD,

DAVID KING

2/2/95

S. H. A.

SOUTHEAST APPROACH



AL-II-8-309 BR # 20A6510 (A6500) BRADDOCK RUN ALLEGANY CO., MD. DAVID KING 2/2/95 5. H. A NORTHEAST ELEVATION (UPSTREAM)



AL-I-B-309 BRH 20A6510 (A6500)
BRADDOCK RUN
ALLEGANY (O., MD
DAVID KING
2/2/95
S.H.A

SOUTHWEST ELEVATION (DOWNSTREAM)